

19th meeting of the
IOWA FREIGHT ADVISORY COUNCIL

September 8, 2017
 10:00 AM to 2:00 PM
 Ramada Tropics Resort & Conference Center
 5000 Merle Hay Road, Des Moines

Members

x	Andy Barnes for Col. Craig Baumgartner	x	Calean Kokjohn
	Joel Brinkmeyer	x	Ron Lang
x	Andy Cernin for Kevin Burke	x	Don McDowell
x	Tom Determann	x	Delia Moon-Meier
x	Greg Dickinson	x	Onna Houck for Joe Parsons
	Randy Draper	x	Dan Sabin
x	Sarod Dhuru		Scott Stabbe
	Don Egli		Mike Steenhoek
	Kevin Ekstrand		Kris Vander Kamp
x	Bill Horan	x	Ron White
x	Greg Jenkins	x	Tim Woods

Ex-Officio Members

	Todd Ashby		Paul Ovrom
	Karen Bobo		Robert Palmer
x	Mike Hadley	x	Joseph Rude
x	Sean Litteral	x	Brett Tjekes
	Shirley McGuire		Cecil Wright
x	Mike Norris		Jennifer Wright

Iowa DOT

x	Stu Anderson	X	Amanda Martin
x	Phou Baccam	x	Diane McCauley
	Mikel Derby		Phil Meraz
x	Tina Hargis		Phil Mescher
x	Sam Hiscocks		Tammy Nicholson
	Brad Hofer	x	Garrett Pedersen
x	Laura Hutzell	x	Charlie Purcell
	Sandra Larson	x	Brian Smith
x	David Lorenzen	x	Vanessa Goetz
	Mark Lowe	x	Donna Buchwald
	Craig Markley	x	Renee Jerman
	Scott Marler		

Guests

x	Keith Knapp (LTAP)	x	Bob Beduhn (HDR)
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10:00 AM Safety Briefing

Amanda Martin
Iowa DOT

Welcome and Introductions

Tom Determann, Chair

Council ice-breaker: *What critical or emerging issues are you experiencing in your industry? Is there anything we should consider for the next agenda or for the next meeting?*

- *Future meeting themes and/or topics*

Amanda Martin opened the meeting with a safety briefing. Tom Determann, Chair of the FAC, then led introductions and ice-breaker topics discussed by the group. Each member was asked, “What critical or emerging issues are you experiencing in your industry? Is there anything we should consider for the next agenda or for the next meeting?”

Responses included:

- Tom Determann mentioned that the biggest freight-related problem he continually hears about is the driver shortage.
- Delia Moon-Meier hears about the driver log laws and how they will impact the trucking industry.
- Ron White identified the reduction in coal usage as a cause for lower shipping rates that are consequently having a negative impact on the barge industry.
- Greg Jenkins added that the new texting law is a very good thing and can't be enforced enough.
- Andy Cernin noted photographers taking senior pictures on railroad tracks is an issue for the railroads. Everyone needs to help spread the word not to do that as it is very unsafe and the railroad right of way is private property.
- David Lorenzen mentioned the Statewide Incident Management Conference that took place earlier in the week. There were nearly 300 attendees, including first responders, law enforcement, DOT, and TMC personnel – all working to make the system flow as fluently as it can by getting vehicles off the roadway as quick as possible and making sure that we're taking care of whatever is impacting traffic.
- Bill Horan asked if the DOT is ready for winter. Stu Anderson responded to the question noting that the appropriation was fully funded, salt sheds are full, and the DOT is ready to go.
- Ron Lang asked if the DOT was looking into any alternatives for the liquid calcium deicer currently being used. Lang noted that this type of deicer can cause corrosion issues for trucks. Stu Anderson answered and mentioned that cost/benefit is always an issue. This topic will be added to the next agenda.

10:20 AM Iowa DOT Updates

Miscellaneous updates from the Department.

Stu Anderson provided an update on Iowa DOT activities and other freight-related initiatives taking place at the State and Federal level. Mr. Anderson began with current infrastructure discussions going on in Washington, D.C. Iowa DOT Director Mark Lowe took a recent trip to D.C. with other DOT directors to meet with Secretary Chao and others in the Administration. A major topic of these discussions was utilizing public funds to leverage private investments and other public-private partnership opportunities. Mr. Anderson then

highlighted some of the discretionary grant opportunities that are out now. These include the INFRA program and the TIGER program, both of which have short timelines before applications are due.

Next, Mr. Anderson gave an update on the Federal Aid Swap initiative which would allow swapping of Federal and State funds to improve efficiencies. This was passed in the last legislative session allowing this to potentially take place in Iowa. The DOT just initiated stakeholder outreach on how to develop the policy and will be going to the Iowa Transportation Commission this fall and winter to share input, present a recommendation, and get approval. Finally, Mr. Anderson mentioned that the new version of the Linking Iowa's Freight Transportation System is still being developed but it is getting close to being completed and ready for applications.

Sam Hiscocks gave a quick update on the now FAST Act compliant Iowa State Freight Plan. The State Freight Plan was updated to include the new national freight goals, new national freight networks, and a Freight Investment Plan identifying where Iowa DOT will be utilizing National Highway Freight Program funds.

Chief David Lorenzen concluded the Iowa DOT updates by notifying the group that Iowa DOT has been looking into audible warning devices in work zones. Iowa DOT will be doing a pilot program with audible warning devices to address incidents in work zones following efforts currently taking place in Missouri.

10:30 AM Emerging Road Designs and Technologies

New and emerging road designs and technologies and the impact they have on freight movement.

Brian Smith

Iowa DOT

Brian Smith presented on road designs and the impacts they have on freight movement in Iowa, focusing mainly on geometric design, intersections, and interchanges.

Special intersection designs included roundabouts, j-turns, painted stop sign islands, and offset left turn lanes (and right turn lanes). Mr. Smith noted that roundabouts typically get the most attention from the freight industry as the geometry can be challenging for larger trucks and oversize/overweight loads. However, roundabouts do considerably reduce conflict points for vehicles and pedestrians which reduces fatalities, injury crashes, pedestrian crashes, bicycle crashes, pollution, and maintenance costs.

Special interchange designs included parallel acceleration/decelerations lanes on ramp tapers, diverging diamonds, single point interchanges, and diamond interchanges with roundabout terminals. Mr. Smith also highlighted the Auto Turn Program utilized by Iowa DOT. This program allows for simulations to show the space necessary for different types of vehicles, including oversize vehicles, to complete turns. This allows for final roadway, intersection, and interchange designs.

FAC members followed with questions and comments for Mr. Smith, including a request for DOT to do social media educational videos on diverging diamonds, suggestion to use wider medians for refuge at intersections of divided highways, and a proposal to add a larger concrete apron for the I-80 exit at Walcott (Iowa 80 Truck Stop).

11:15 AM DOT Assistance to Local Agencies

How the Iowa DOT works to disseminate information to local jurisdictions regarding institutional knowledge, technical tools and resources, best practices and innovation, etc.

Keith Knapp, PE
Iowa LTAP

Donna Buchwald,
Vanessa Goetz
Iowa DOT

Keith Knapp gave an overview of Iowa LTAP and what the group does to help out local agencies. The group is based out of InTrans at Iowa State University and provides assistance to local agencies helping them to be efficient and effective. Assistance includes training, technical support, and technology transfer.

Donna Buchwald and Vanessa Goetz then presented on assistance provided to local agencies directly from Iowa DOT. Ms. Buchwald provided an overview of how the DOT communicates with the locals. This includes instructional memorandums (steps through the process of developing a project), mailings, meetings, and presentations. Ms. Goetz then presented on other assistance for local agencies including the Iowa County Engineers Service Bureau, Iowa TPMS (allows counties to manage all information on their projects), and the Iowa Highway Research Board.

12:00 PM Lunch

12:30 PM Public-Private Partnerships (P3s)

Discussion of the use of P3s to pay for multimodal infrastructure construction and improvements.

Bob Beduhn
HDR

Bob Beduhn with HDR presented to the group on public-private partnerships (P3s) and the potential of utilizing them in Iowa for infrastructure projects. Mr. Beduhn introduced the different types of P3 delivery options, the relationship between private sector involvement and risk, delivery schedule comparisons, delivery methods, etc.

Next, Mr. Beduhn gave an overview of current Federal initiatives that could have an impact on P3s including the Waterway Infrastructure Public-Private Partnership Pilot Program in WRRDA and the 2018 White House Infrastructure Initiative. Both create a push for exploring the use of P3s to help pay for nationally significant transportation projects, mainly waterway projects. Mr. Beduhn provided background on the potential hurdles to using P3s and what would need to be done to take advantage of the opportunity.

1:15 PM Update on Upper Mississippi Lock & Dam Discussions

Overview of recent discussions between Iowa DOT and other agencies to explore new management and funding sources for the Mississippi River Lock & Dam system.

Stu Anderson
Iowa DOT

Stu Anderson followed the P3 presentation with an overview of current discussions taking place between Iowa DOT and other agencies related to the Upper Mississippi Lock & Dam system. The current Federal

Administration would like to use \$200 billion to leverage \$800 billion State, Local, and private funds for a total investment of \$1 trillion in infrastructure.

For the past 5 years, Iowa DOT has tried to elevate discussions on improving the Upper Mississippi inland waterway system by holding stakeholder meetings and proposing a new approach to funding and managing the locks & dams. There is now a great opportunity to explore this topic with the current Administration and current Iowa connections in Washington, D.C. The initial focus is on reengaging stakeholder outreach and exploring every option while leaving nothing off the table. Iowa DOT also believes that it would be beneficial to show a demonstration of State commitment to this initiative by investing State freight funds.

1:30 PM Railroad business and operations

How railroads work and coordinate with private industries and public agencies and other approaches to business and operations.

Sarod Dhuru

BNSF

Sarod Dhuru with BNSF Railway provided a presentation on how railroads carry out their business and operations. This included infrastructure planning, where to invest to keep traffic moving, where to locate facilities, and public-private partnerships. Mr. Dhuru added that railroads must take a network view (customers, terminals, routing options) when making decisions and that no single site will work for everyone as every customer is unique. Typically, the most important thing the railroad looks at is what makes sense for the company and what makes financial sense in general.

2:00 PM Adjourn

Next meeting: December 1, 2017